

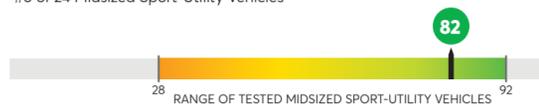
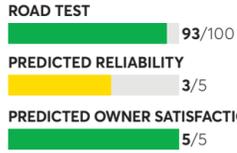
OVERALL SCORE

82

CR Recommended

2020 Subaru Ascent

CR MPG Overall 22/ City 14/ Hwy 32 mpg
#6 of 24 Midsize Sport-Utility Vehicles



- HIGHS**
- Ride
 - Quietness
 - Interior room
 - Visibility
 - Braking
 - Controls
 - Standard AEB

- LOWS**
- Agility

Road Test Results

Performance

Acceleration	4/5
0 to 60 mph	8 sec
Transmission	5/5
Fuel Economy	3/5
CR's Overall Mileage	22 mpg
CR's City Mileage	14 mpg
CR's Highway Mileage	32 mpg
Annual Fuel Cost	\$1,315
Braking	3/5
Emergency Handling	3/5

Comfort/Convenience

Ride	5/5
Noise	4/5
Front Seat Comfort	4/5
Rear Seat Comfort	5/5
Interior Fit & Finish	4/5
Trunk/Cargo Area	3/5

Survey Results

Reliability History

2012	2013	2014	2015	2016	2017	2018	2019
X	X	X	X	X	X	X	1

Owner Satisfaction

2012	2013	2014	2015	2016	2017	2018	2019
X	X	X	X	X	X	X	5



CR Road Test Results

Subaru's three-row SUV has impressive all-around performance. The Ascent's smooth ride, functional interior, and slick power delivery helped lift it to success.

The Ascent has a turbocharged four-cylinder engine in a segment where V6s dominate, which might seem to be a disadvantage on paper. But in real-world driving, the SUV feels zippier and more satisfying than its numbers suggest it should be. Plus, its 22 mpg overall is comparable to its rivals.

The plush ride is impressive, even bettering some luxury cars. However, we noticed significant body lean through turns, but the SUV feels safe and remains under control even under duress.

Getting into the Ascent's cabin is easy, thanks to its large doors and low step-in height. The seat comfort is good as long as one opts for one of the two top trims (Limited and Touring), which have leather and a two-way lumbar adjustment.

The controls are simple to use and the infotainment touch screen responds quickly to commands. All trim levels come with

Android Auto and Apple CarPlay compatibility. A WiFi hotspot can support up to eight devices to entertain connected families.

The Ascent's soft surfaces and contrasting interior accents add an upscale flair, befitting its price. Most Ascents come with second-row captain's chairs, which provide plenty of legroom and can be slid fore-aft. Our Limited model came with USB ports and a 120-volt outlet for rear passengers.

The foldaway third-row space is relatively livable. Passengers will find that the grab handles mounted on top of the second-row captain's chairs make getting out of the third row easier.

Standard equipment includes Subaru's EyeSight Driver Assist Technology, a suite that includes forward collision warning, automatic emergency braking, lane keeping assistant, and adaptive cruise control. Blind spot warning, rear cross traffic alert, and rear automatic braking are available.

The Ascent is an extremely functional and comfortable vehicle that will appeal to many suburban families.

Notable changes:

New for 2020 is a standard rear seat reminder alert system.

To read the full road test, visit www.consumerreports.org/cars/subaru/ascent/2020/road-test

Best Version to Get

The Premium trim would be the right place to start since it brings blind spot warning and includes a few nice details over the base version. The Premium also lets shoppers opt for goodies such as power rear gate, keyless access and push-button start, reverse automatic braking, and panoramic roof.

New Cars

(as of March 2020)



	Make & Model	Overall Score	Road Test Results	Survey Results	Highs	Lows		
CR Recommended			Road-test score	Overall mpg	Predicted reliability	Owner satisfaction		
✓	2020 Kia Telluride	92	97	21	U	U	Ride, quietness, braking, powertrain, interior room, well-equipped for price.	Agility.
✓	2020 Hyundai Palisade	87	88	21	U	U	Powertrain, interior room, access, quiet cabin.	Agility, gear selector.
✓	2020 Subaru Outback	87	91	24	U	U	Ride, transmission, seat comfort, driving position, integrated cross bars, visibility, standard automatic emergency braking.	Some controls.
✓	2020 Mazda CX-9	86	80	22	U	U	Nimble handling for its size, effortless power delivery, comfortable ride approaches luxury-SUV levels, very quiet cabin, above-average fuel economy, Grand Touring and Signature versions plusher than the competition, standard forward collision warning, automatic emergency braking with pedestrian detection.	Infotainment system's learning curve, not as roomy as some competitors, including a tight third-row seat, short on towing capacity compared to V6-powered rivals.
✓	2019 Toyota Highlander	85	82	22	U	U	Standard advanced safety gear, including forward-collision warning and automatic emergency braking, accommodating and spacious interior makes it easy to live with, simple controls, lots of features for the money, the Hybrid provides excellent fuel economy, impressive reliability and resale value.	Eight-speed automatic isn't the smoothest, interior finish is a bit on the cheap side for the price, some competitors are quieter and have a plusher ride, infotainment system is a bit behind the times; no Apple CarPlay or Android Auto, some high-end features, like heated steering wheel and surround-view camera, only on top trim versions.
✓	2020 Subaru Ascent	82	93	22	I	U	Ride, quietness, interior room, visibility, braking, controls, standard AEB.	Agility.
✓	2020 Ford Edge	79	84	22	I	I	Handling, quietness, braking, interior room, access, standard safety features.	Driving position.
✓	2020 Hyundai Santa Fe	78	80	21	I	U	Handling, controls, rear-seat room and access, standard safety features.	Uneven power delivery, ride is a touch firm.
✓	2020 Honda Pilot	75	80	20	I	I	Huge, versatile interior, nifty one-button folding seat access to third row, slick powertrain, rides comfortably and is quiet, can be had with eight-passenger capacity, standard forward collision warning and automatic emergency braking.	Handling short on agility, some controls.
✓	2020 Nissan Murano	75	77	21	U	I	Plush cabin, powerful engine, simple infotainment system, standard automatic emergency braking.	Hindered outward visibility to rear and sides, overly light and vague steering robs driver confidence, CVT idiosyncrasy is not for everyone.
✓	2020 Kia Sorento	74	78	22	U	I	Smooth V6 engine, intuitive controls, ride, quiet cabin, standard third-row seat.	Third-row-seat access.
✓	2020 Jeep Grand Cherokee	70	80	18	I	U	Versatility and towing capability, off-road capability when properly optioned, refined, with a quiet well-finished cabin, composed ride, and supportive seats, optional Uconnect infotainment system is one of the most user-friendly available.	Fuel economy with the gasoline V6 has fallen behind the curve.
	2020 Ford Explorer	69	78	21	U	U	Agility, controls, interior room.	Ride, low-speed transmission shifts, price.
	2020 Chevrolet Blazer	68	83	19	U	U	Acceleration, braking, transmission, quietness, controls.	Visibility, low dash vents, no standard advanced safety features, Chevrolet's brand reliability.
	2020 Nissan Pathfinder	68	72	18	I	W	Practical package with easy access, a spacious interior, and simple controls, second-row seat can slide forward to ease access to the rear, even with a child seat strapped to it, has a rear seat reminder to prevent leaving a child in the car, standard automatic emergency braking.	Lackluster handling, second row short on thigh support, so-so rear and side visibility, 18 mpg is not stellar.
	2020 Chevrolet Traverse	65	95	20	W	U	Rides comfortably, has a quiet interior, easy-to-use infotainment system, has a rear-seat reminder system to make sure kids aren't forgotten inside.	Advanced safety features available only on the top trims, driver seat has only two-way lumbar support adjustment, manual sunshade for optional sunroof.
	2020 Toyota 4Runner	65	55	18	U	U	Very capable off-road, long history of being extremely reliable.	Clumsy handling and unsettled ride, big climb to get inside, low ceiling hurts driving position and visibility, tight interior space given its outside dimensions, loud engine roar, only top-trim Limited version offers automatic four-wheel-drive, gets rather expensive, given level of equipment and interior finish.
	2020 Dodge Durango	63	83	18	U	U	Comfortable riding, quiet cabin, relatively nimble handling, supportive seats, towing capacity is higher than most competitors, Uconnect touch-screen control system is among the best.	Fuel economy with either V6 or V8 engines, rear visibility is so-so, forward collision warning and automatic emergency braking only available on top trims.
	2020 Volkswagen Atlas	61	84	20	W	I	Huge interior, legitimate third-row seat, smooth powertrain, easy to use controls.	Outright acceleration trails main competitors.
	2020 Honda Passport	59	79	21	W	U	Acceleration, quietness, interior room, standard advanced safety features.	Ride, lackluster handling.
	2020 Jeep Wrangler	28	36	18	W	U	Off-road ability, strong V6 powertrain.	Stiff ride, lots of wind noise, awkward access, fuel economy.
	2020 Dodge Journey	Not Tested	NA	NA	U	U		
	2020 Toyota Highlander	In Test	NA	NA	U	U		
	2020 Volkswagen Atlas Cross Sport	Not Tested	NA	NA	W	U		

HOW TO READ THE RATINGS

Recommended vehicles, indicated with a check mark (✓), are the models with the highest Overall Scores that meet the threshold in their category.

Make • Model reflect the vehicle we tested and its engine displacement.

Overall Score reflects a vehicle's performance in our road tests; the latest results from the reliability and owner satisfaction sections of CR's exclusive Annual Auto Surveys; the availability of frontal crash prevention systems with forward collision warning, automatic emergency braking, and pedestrian detection, along with blind spot warning; and, if available, results from government and insurance-industry crash tests.

Survey Results reflect findings from CR's Annual Auto Surveys, completed by Consumer Reports members.

Predicted reliability is our determination of how well a model will hold up, based on the problems that members reported in CR's Annual Auto Surveys, which include data on around 420,000 vehicles.

Owner satisfaction is based on the percentage of surveyed owners who said they would definitely buy the same car again. We use a model's latest three years of data to determine the prediction, provided it hasn't been redesigned or significantly updated. In cases where we have insufficient survey responses, or when a model is all-new or redesigned, we use our expert judgment based on brand track record and similar models to predict reliability and owner-satisfaction ratings.

Road-Test Results include CR's test findings that we feel are the most relevant. We buy and test between 50 and 60 vehicles each year, driving them for thousands of miles and putting them through more than 50 tests and evaluations. The results of these tests make up our road-test score. Some tests, such as those for braking and fuel economy, are measured with instruments; categories such as seat and ride comfort, noise, and fit and finish are graded by our experts. The Usability rating is a combination of our testers' assessments of the ease of performing everyday driving tasks, as well as cockpit ergonomics and interface design. The energy consumption of electric vehicles is expressed in a miles-per-gallon equivalent rating (MPGe). Energy consumption for plug-in hybrids is listed in electric and gas modes.

Highs and Lows give a quick summary of a model's notable strengths and weaknesses.

Why Some Vehicles Are Not Rated
Certain models have been redesigned or extensively refreshed since our last test, or are new. All are scheduled to be included in future road tests. Models include the Chevrolet Corvette, Hyundai Sonata, Mazda CX-30, Mercedes-Benz GLB, Nissan Sentra, Toyota Highlander, and Volkswagen Passat.

What Our Ratings Symbols Mean



LEARN

Go to CR.org/newcarbuyingguide for advice on whether you should buy or lease your next new car, and other car shopping tips.